

### IN THE CLAIMS

Please amend the following claims as indicated.

1. (currently amended) A vehicle having a front end and a rear end and a frame, and further having at least one vehicle component requiring compressed air, said frame having at least a pair of spaced-apart main members extending in the directions of said front and rear ends, and at least one suspension assembly hanger depending from each of said main members, wherein the improvement comprises:

~~tank means~~ a vessel having a pair of ends for storing said compressed air, said ~~tank~~ means vessel being pneumatically connected to said compressed air-requiring vehicle component, each one of said vessel ends being sealed by an end cap, the vessel being disposed generally perpendicular to the main members and said suspension assembly hangers, said vessel extending between and being secured at each one of said end caps to at least one structure selected from the group consisting of a bracket and a respective one of the suspension assembly hangers, each one of said hangers being secured to a respective one of said main members and each one of said brackets being secured to at least one structure selected from the group consisting of a respective one of the main members and a respective one of the hangers, ~~tank~~ means ~~generally extending between and being secured to selected ones of said frame main members and said hangers~~ for forming part of the structure of said frame, so that the frame reacts loads imposed on said ~~frame~~ vehicle during operation of ~~said~~ the vehicle.

2. (original) The vehicle of Claim 1, in which said frame is selected from the group consisting of a primary fixed frame or a secondary movable subframe.

3. (original) The vehicle of Claim 1, in which said frame main members are elongated and parallel.

4. (currently amended) The vehicle of Claim 3, in which said ~~tank means vessel~~ is a generally cylindrical-shaped ~~vessel having a pair of ends; and in which said vessel is disposed perpendicular to said main members and said hangers.~~

5. (currently amended) The vehicle of Claim [[4]] 1, in which each ~~end~~ one of said ~~vessel is secured to bracket means; and in which said bracket means~~ brackets is secured to respective ones of said main members and said suspension assembly hangers.

6. (currently amended) The vehicle of Claim [[4]] 1, in which each ~~end of said vessel~~ one of said end caps is secured to a respective one of said suspension assembly hangers.

7. (currently amended) The vehicle of Claim [[4]] 1, in which each ~~end of said vessel is secured to bracket means; and in which said bracket means~~ one of said brackets is secured to a respective one of said main members.

8. (currently amended) The vehicle of Claim 4, in which a plurality of spaced-apart, parallel ~~tank means~~ vessels extend between said main members.

9. (currently amended) The vehicle of Claim [[5]] 1, in which ~~said bracket means is an end cap for sealing the open ends of said vessel~~ each one of said vessel ends is open.

10. (original) The vehicle of Claim 4, in which said vehicle includes a suspension assembly beam mounted on said hanger; in which said beam includes a first end mounted on said hanger and a second end attached to an air spring; and in which said air spring is mounted on a respective one of said main members.

11. (currently amended) The vehicle of Claim 10, in which said vessel extends between and is attached to ~~bracket means~~ said brackets adjacent to said air springs.

12. (original) The vehicle of Claim 10, in which said vessel extends between and is attached to said hangers.

13. (currently amended) The vehicle of Claim 10, in which said vessel extends between and is attached to ~~bracket means~~ said brackets intermediate said air springs and said hangers.

14. (currently amended) The vehicle of Claim 10, in which said vessel extends between and is attached to ~~bracket means~~ said brackets adjacent to said hangers.

15 (new) A vehicle having a front end and a rear end and a frame, and further having at least one vehicle component requiring compressed air, said frame having at least a pair of spaced-apart, elongated and parallel main members extending in the directions of said front and rear ends, and at least one suspension assembly hanger depending from each of said main members, wherein the improvement comprises:

a cylindrical-shaped vessel for storing said compressed air, said vessel being pneumatically connected to said compressed air-requiring vehicle component, the vessel

including a pair of open ends, each one of said ends being sealed by an end cap, said vessel being disposed generally perpendicular to the main members and said suspension assembly hangers, each one of said end caps being secured to at least one structure selected from the group consisting of said main members and the suspension assembly hangers, for forming part of the structure of the frame, so that said frame reacts loads imposed on the frame during operation of said vehicle.

16. (new) The vehicle of Claim 15, in which said frame is selected from the group consisting of a primary fixed frame or a secondary movable subframe.

17. (new) The vehicle of Claim 15, in which each one of said vessel end caps is secured to respective ones of said suspension assembly hangers and said main members.

18. (new) The vehicle of Claim 15, in which a plurality of spaced-apart, parallel vessels extend between said main members.

19. (new) The vehicle of Claim 15, in which said vehicle includes a suspension assembly beam mounted on said hanger; in which said beam includes a first end mounted on said hanger and a second end attached to an air spring; and in which said air spring is mounted on a respective one of said main members.

20. (new) A vehicle having a front end and a rear end and a frame, and further having at least one vehicle component requiring compressed air, said frame having at least a pair of spaced-apart main members extending in the directions of said front and rear ends, and at least

one suspension assembly hanger depending from each of said main members, wherein the improvement comprises:

a vessel for storing said compressed air, said vessel being pneumatically connected to said compressed air-requiring vehicle component, the vessel including a pair of ends, each one of said ends being sealed by a bracket, said vessel being disposed generally perpendicular to the main members and said suspension assembly hangers, each one of said brackets being secured to at least one structure selected from the group consisting of said main members and the suspension assembly hangers, for forming part of the structure of the frame, so that said frame reacts loads imposed on said vehicle during operation of the vehicle.

21. (new) The vehicle of Claim 20, in which said frame is selected from the group consisting of a primary fixed frame or a secondary movable subframe.

22. (new) The vehicle of Claim 20, in which said frame main members are elongated and parallel.

23. (new) The vehicle of Claim 22, in which said vessel is generally cylindrical-shaped.

24. (new) The vehicle of Claim 20, in which each one of said vessel end brackets is secured to respective ones of said suspension assembly hangers and said main members.

25. (new) The vehicle of Claim 20, in which a plurality of spaced-apart, parallel vessels extend between said main members.

26. (new) The vehicle of Claim 20, in which each one of said pair of vessel ends is open.

27. (new) The vehicle of Claim 23, in which said vehicle includes a suspension assembly beam mounted on said hanger; in which said beam includes a first end mounted on said hanger and a second end attached to an air spring; and in which said air spring is mounted on a respective one of said main members.